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**The Daily Press.**

HONGKONG, AUGUST 11TH, 1911.

We notice in the *British Trade Journal* the statement that the Chinese class at the Manchester University is doing good work among the young men qualifying for the Far Eastern trade; but our contemporary says "it would be an advantage if the agents and commercial staffs on the spot showed a greater interest in mastering the language. China promises to be an unlimited market, not only for cotton, but machinery and other manufactures; and our allies, the Japanese, though in friendly business rivalry, are sending groups of capable men into the Chinese ports and the interior to obtain linguistic knowledge. Would it not be well if Great Britain did likewise?" This may seem a very simple matter to those who know not China, nor possess any intimate acquaintance with life in an Asiatic country. A knowledge of the Chinese language is certainly of great value to young men beginning a business career in China, but if it is hoped thereby to get rid of the middleman—the comprador—we are inclined to think the hope a vain one. It is true, as our contemporary says, that the Japanese are sending groups of capable young men into the Chinese ports and the interior to obtain linguistic knowledge, and it is also true, we believe, that many of the leading Japanese firms have been able to dispense with the comprador system, doubtless to their pecuniary advantage. It has been said that many a struggling foreign merchant in China to-day would be a

wealthy man if the comprador's gain had all gone into his pocket; but as it was in the beginning of European trade with China, so it is now, and so it will continue—not perhaps for ever and ever, but still for a very long time to come. We cannot entirely get rid of the comprador or intermediary. In the effort to adapt himself to Chinese ways of life, and thought, the European will never be able to compete with his Japanese rival in commerce in this respect. When people in Europe who have never been to China write upon this subject it is usually plain to the China hand that the writer is ill-acquainted with the difficulties in the way. He usually supposes that just as an English commercial traveller speaking French or German or Spanish fluently, can get into direct contact with purchasers, so will the man who is able to converse fluently in the Chinese language be able to have his dealings direct with the purchaser and thus save the middleman's profits. But it was well remarked by a writer on the comprador system in one of our Northern contemporaries a few months ago that direct dealing, man to man, is a mania amongst foreigners, but amongst the Chinese it is the very reverse. They prefer, said the writer, the indirect, and to carry on negotiations from a distance, not as regards foreigners, only, but also amongst themselves. "If any native wants to buy a piece of land, get engaged to be married, obtain a situation, or anything else important, he employs a go-between, and the chances are that his business will be managed better for him than if he had attempted to put the matter through himself. This is the plan that works between Native and Native, and it is the only plan which will work at all between Foreigner and Native. Let any European who knows the language well go up the native street and try and buy the ingredients of his own dinner, and he will soon find that he has to pay a good deal more than if he had left the business to his cook. The dealers simply will not sell to him at the same rates as they do to the recognized purchasing agent. It is very absurd, but the fact remains nevertheless, the comprador can do better for his principal than the principal can do for himself." There is a very big element of truth in all this, but we are inclined to think that a change is gradually coming over the habits of Chinese commercial men in this respect. Many actually do prefer to deal directly with the Foreign principal, for the Chinese man knows just as well as the European does that the middleman's profit comes out of the pocket of the increasing spread of a knowledge of European languages among Chinese commercial men than from the learning of the Chinese language by European young men starting their commercial career in China. This need not, however, deter any ambitious young man who has the aptitude to learn the Chinese language from availing himself of whatever opportunities present themselves for acquiring a sound knowledge of the language. It is an acquisition which cannot fail to be of great use and advantage to him in his career.

The plague return yesterday was blank. A fine of \$100 was yesterday imposed upon a Chinese for selling opium.

The typhoon N. of Naha was reported by the Manila Observatory yesterday to be moving W. A shroff from 2, Seymour Road reports to the police that a brass plate has been stolen from his house.

A farewell dinner was given last week at the Shanghai Recreation Club to Mr. F. S. Ramplin, the retiring Secretary of the Club, who has been transferred to Yokohama. There were about one hundred guests present and a very enjoyable evening was spent. During the proceedings the guest of the evening was presented with a handsome gold watch suitably inscribed.

The increased demand for human hair attained almost boom proportions in China last year when the export rose 100 per cent. The thief community (so the British Consul of Canton reports) took advantage of the rise in price, and there have been many prosecutions by persons who had involuntarily lost their queues while asleep. "The present queue-cutting campaign," adds the Consul, "will, if successful, undoubtedly have an important effect on the trade."

A regular steamship service between Java and Siam has just been established. The connection between the two countries has been maintained for some time by a chartered boat, but now the *Houtman*, a well-equipped passenger and cargo steamer belonging to the Koninklijke Paketvaart Maatschappij, has been placed on the run. She takes about six days to make the journey between port and port, and when in Bangkok will lie at the Borneo Co.'s wharf. Rice will form the principal cargo the vessel will carry to Java, and in addition to sugar for Bangkok it is hoped, says the *Bangkok Times*, the *Houtman* will secure a share of the dried fish trade which now comes to the port via Singapore.

Hu Wei-chien, the 2nd secretary of Chinese Legation to Berlin, has been appointed Chinese Consul General to the Dutch Colonies in accordance with the new treaty between China and the Netherlands.

Mr. Henry Keswick was present last month at a meeting of representatives of Chambers of Commerce held at Salford Hall, London, to consider the desirability of the formation of an organization to be known as the British Imperial Council of Commerce. Mr. Keswick spoke in support of the proposal. Mr. Charles Charleton, who presided, said the formation of the British Imperial Council of Commerce was suggested by Sir Albert Spicer, and the scheme had been considered by the Associated Chambers of Commerce. They wanted to feel that they had not the advice and aid of Chambers of Commerce all over the Empire when arranging for one of these Congresses. The proposed Council would act as a permanent bureau of the Congresses of Chambers of Commerce of the Empire. The London Chamber was prepared to find the means of war for the first three years, providing offices and staff.

#### THE CORONATION CELEBRATION ACCOUNTS.

At a meeting of the Executive Committee held last evening under the presidency of Sir Francis Pigott a financial statement was presented by the Hon. Mr. C. H. Ross. The surplus when certain accounts sanctioned last night by the Committee have been paid, will amount to about \$26,000. In view of the expected visit of His Imperial Highness the Crown Prince of Germany next Spring, the Committee decided to recommend that this money should remain in the bank in the names of Trustees to be devoted to the public welcome of the Prince and, so far as the funds permit, to the public reception of any other distinguished visitors to our Colony, making it, in effect, a permanent "Public Welcome Fund." A meeting of the General Committee is to be convened for next Tuesday week to definitely decide what shall be done with the surplus, and the foregoing recommendation of the Executive Committee will be submitted for consideration.

#### LIGHTER ABLAZE IN THE HARBOUR.

Yesterday morning a lighter lying alongside the steamer *Sakuma* was set on fire through the exploding of a tin of naphtha. Some 4,000 cases were being transferred from the steamer, and it is understood that one of the tins exploded, causing the others to be ignited. The lighter became a mass of flames and a serious menace to shipping followed. Fortunately the fire flared up on the stern and towed the burning lighter to near Stonecutters wharf, where she was beached, the intention being to allow the fire to burn itself out. However it was afterwards decided that the lighter should be towed beyond the harbour limits. The lighter belonged to the Wharf and Godown Company.

#### MAILS VIA CANADA.

Mr. D. W. Chadcock, General Traffic Agent of the C. P. R. Co., writes:—  
With reference to the transmission of H. M. Mails, which should have gone forward per *Empress of China* on the 12th, but for the unfortunate accident to her, arrangements have been made to forward mail from Hongkong to Nagasaki per Pacific Mail S.S. *Korea*, sailing on the 11th instant. From Nagasaki they will be carried by rail to Yokohama and there placed on board the Great Northern S.S. *Atmosphere*, sailing on the 19th for Victoria, thus making them due there about the 1st September. The mail for the S.S. *Korea* closes at noon on Friday (to-day) as per Post Office notice.

#### LOCAL SPORT.

##### BOXING TOURNAMENT.

On Saturday night the Hippodromes matched at Causeway Bay is to be the scene of some stirring boxing contests, and doubtless the programme arranged will be an incentive to attract the sporting public. In addition to the main event of fifteen rounds between Corporal Scraton and Seaman Torrey for the middleweight championship of the Colony, Iron Box is matched against Private Potter of the K.O.Y.L.I. to fight the best of ten rounds. This event promises to be a keenly contested and exciting one. There are also two bouts of eight rounds between Sapper Miles and Private Smith, and Seaman Davis and Private Worthington.

##### WATER POLO.

Another match in the Water Polo Shield Competition was played in the V.R.C. bath last night, when the Boys Own Club met the K.O.Y.L.I. The boys proved too fast for the soldiers, and recorded three goals in the first half. In the second ten minutes the military team showed better form, but they were unable to overcome the defence of the B.O.C. and the whistle sounded with the score standing:—B.O.C. 3 goals; K.O.Y.L.I. nil.

The V.R.C. were to have met the 87th Co. R.G.A. the same evening, but the men from Stonecutters did not put in an appearance, and the match will be played at a later date.

##### AN EMPEROR-TO-BE.

The local lunacy authorities have had thrust upon them the honour of inquiring into the mental condition of a prospective Emperor of China. This august individual, who is a Hylan, was before Mr. Firmstone. "I have been working for the revolutionary party in China," he told the bench, "and am to receive a salary of anything from 100 to 10,000 dollars a week." He passed to let this sink in, then added:—"I have every hope of becoming Emperor of China one day, when I have proved my ability to govern men." Mr. Firmstone, unimpressed, sent him to the asylum for observation.—*Strait Times*.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE POLITICAL SITUATION.

## DEBATE IN THE LORDS.

LONDON, August 10th.

The biggest muster of peers since the rejection of the Home Rule took place in the House of Lords to-day. The galleries were densely packed and the heat was overpowering, being 97 in the shade, which is the hottest known. Most of the peeresses had fans. Members crowded the steps to the Throne.

Lord Morley, who opened the debate, was backed by more Liberal peers than have been seen in the House for many years. He spoke briefly, reiterating the objections of the Peers (Commons?) to the amendments.

Lord Lansdowne said the House was no longer able to offer effectual resistance. If the creation of peers was as odious to the Government as Lord Crewe said yesterday, they might rest assured that it would be equally odious to the King. The House could force the King to do something which was hateful to him, injurious to the House, and discreditable to the country, but ought they to force the hands of His Majesty merely from petulance and vindictiveness? He concluded his speech by stating emphatically that if the Parliament Bill were thrown out by the Lords it would mean beyond all question a large creation of peers.

Lord Halsbury emphasised his intention to move the rejection of the Bill on its third reading and assumed that Lord Lansdowne would have stuck to his amendments. He protested against the imputations of the latter against his friends, especially the suggestion that they were disloyal.

Lord Lansdowne, interrupting, denied any such suggestions.

The Archbishop of York said he would support the Bill. The policy of insisting upon the amendments was distasteful to the Sovereign and against the interests of the country. The present situation must fall upon Ministers and not upon the King. (Applause.) He strongly urged that there be no surrender.

Lord St. Aldwyn said he saw no advantage in following the policy of the Halsburys. He would never vote to place the King in the cruel position of having to create an unlimited number of peers.

Lord Willoughby de Broke said that no surrender was the only way to bring the question before the country and ensure that the King would be protected from such a situation in future.

LATER.

Lord Bedford, Lord Amphil, Lord Denbigh, Lord Scarborough, and Lord Stanhope supported Lord Halsbury. The Bishop of Winchester said he would vote for the Bill.

The newspapers do not venture a forecast of the result of the division, though the Halsburys are confident. The latest expectation is that the Government will have a small majority.

LATER.

The debate has been adjourned. It is uncertain whether the division will be taken to-night or to-morrow.

#### KING'S AUDIENCE WITH CHINESE MINISTER.

LONDON, August 10th.

The King received in audience His Excellency Liang Tun Yen, Vice-President of the Chinese Foreign Office.

#### AMERICAN AND AUSTRALIAN POSTAGE.

LONDON, August 10th.

The United States has declined the Australian proposal for reciprocal penny postage.

#### DEATH OF AN AMERICAN MILLIONAIRE.

LONDON, August 10th.

The death is announced of the American millionaire John Gates at Paris. He built up a fortune on the introduction of barbed wire.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE STRIKE MOVEMENT IN ENGLAND.

LONDON, August 10th.

The strike of dockers has assumed an even graver aspect. Carters on strike are obstructing vans in the streets, and violent scenes having ensued most of the drivers have been induced to return to the stables. Consequently the City, South London, and the West End are practically without waggons.

The movement is spreading to the railway yards.

There is considerable food scarcity owing to the non-delivery of vast quantities of fruit and provisions. The meat and fish porters have now struck.

The police are inadequate to control the crowds who are holding up the traffic.

LATER.

The newspapers are apprehensive that a famine in London will result from the strikes. The wholesale food markets are practically at a standstill. The retailers expect the supplies to be exhausted in three or four days.

The military contractors have requested the War Office to furnish an escort to take food from the markets to the camps.

Tons of fruit and other perishable goods are rotting at the ports.

One hundred and fifty ships are lying at London with cargoes unloaded.

The omnibuses in the streets are reduced owing to a shortage of petrol. It is feared that the tramways will partly cease owing to a shortage of coal for the generators.

Baton charges were made by the police at the East India Docks last night. Among the number injured was a man named Stewart who was considered the finest scout in the Territorials, and who had served in South Africa with the 36th Yeomanry.

#### SPAIN.

##### OUTBREAK ON A CRUISER.

LONDON, August 10th.

An outbreak occurred on the new Spanish cruiser *Nemancia* off the Moorish coast, which was minimised at first, but now proves to be a serious political mutiny on the part of 80 sailors cheering the republic. The ringleaders have been executed.

#### FRENCH STEAMER SUNK.

LONDON, August 10th.

The British steamer *Silapton* reports having collided with the French steamer *Emir* in a fog off Tanis. The *Emir* sank and 69 passengers and 24 of the crew were drowned. Fifteen passengers and 12 of the crew were saved.

LATER.

Most of the *Emir's* passengers were Moorish labourers. The survivors were rescued by the *Silapton's* boats.

#### THE ARBITRATION TREATIES.

LONDON, August 10th.

Washington telegrams state that the Foreign Relations Committee of the Senate has had two prolonged sittings to consider the Arbitration Treaties. Opposition has developed to the proposed joint commission of inquiry and also to the British stipulation that matters affecting the dominions shall be submitted to their governments. It was believed that the latter clause would lead to undesirable complications. It is expected that it will be necessary to amend the Treaties in order to obtain the favourable action of the Senate.

#### GERMAN PRINCE IN MOTOR ACCIDENT.

LONDON, August 10th.

While Prince Henry of Prussia was out motoring the motor collided with a tree at Cloppenburg. The chauffeur had his skull fractured, a friend who was riding with His Highness was injured, but the Prince himself was unhurt.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## MILITARY CHANGES.

LONDON, August 10th.

It is officially announced that General French has been appointed Chief of the Imperial General Staff; Lieut-General Sir Charles Douglas, Inspector General; Lieut-General Sir Arthur Paget, Commander of the troops in Ireland; Lieut-General Grieson, to the Eastern Command; Lieut-General Franklyn, Military Secretary; and Lieut-General Haig, Commander at Aldershot.

#### THE ESPIONAGE CASE.

LONDON, August 10th.

The *Daily Chronicle* states that the Englishman arrested for espionage in Germany is Bertrand Stewart, a London solicitor, a lieutenant in the Yeomanry; and co-editor of the *Cadbury Journal*. He will be tried at Leipzig.

#### MR. BALFOUR.

LONDON, August 10th.

Mr. Balfour starts to-day for Bad Gastein to take the cure.

#### EXCITING LONDON FIRE.

LONDON, August 10th.

Great excitement prevailed at a fire in the upper storeys of the Carlton Hotel. The servants escaped by means of ladders, passers-by assisting the firemen. The flames burst out from the roof, and the firemen fought strenuously to prevent them spreading to His Majesty's Theatre. The entire fire brigade was called out. Everything in the hotel was most orderly, and diners and others dressing for dinner watched the scene. Enormous crowds were in the vicinity watching the fire, which has now been brought under control.

One charred body has been found, but cannot be identified. The two top floors

LATER.

The victim of the fire is an American actor named Finin. The guests included Herr Dernburg and Mr. Edison, the inventor. The former lost everything, except the suit which he was wearing. Several firemen were slightly injured.

#### AUSTRALIAN BOXING.

LONDON, August 10th.

A Brisbane message states that in the heavy-weight boxing championship of Australia Lang defeated Squires in the fifth round.

#### THE PROUDLOCK CASE.

IPON EDITOR FINED FOR DEFAMING COURT.

Mr. J. A. S. Jennings, editor of the *Times of Malaya*, was summoned at the instance of Government, at Kuala Lumpur, on the 31st inst., before Mr. Thomson, district officer, Klang, for defamation of Court within the meaning of sections 499, 500, and 501 of the Penal Code. The alleged offence was contained in an article reproduced from a Calcutta paper, attacking Mr. Justice Sircar and the court which tried Mr. Proudlock. The defendant pleaded guilty, saying that since the article appeared, the *Times of Malaya* had apologised, characterising the article as "abominable and scurrilous." After the plea of guilty had been entered on the defendant's charge, Counsel for the Crown proceeded on the charge of sailing, on which the defendant also pleaded guilty. Mr. Kenyon, for the defence, apologised to the Court on behalf of his client, saying that he did not wish to minimise the charges. He realised the gravity of the offence and made an unqualified withdrawal and disclaimer of the offence which he did not attempt to justify. Mr. Jennings, he added, would publish a humble apology for seven days. The defendant was fined \$50 on the charge of defamation and \$250 on the charge of sailing. A cheque for the amount was signed.

#### THE KEDAH RAILWAY.

FIVE MILLION LOAN.

The *Penang Gazette* states that it is informed, unofficially, that it is contemplated to make an early start with the final survey for the construction of the North-Western Extension for the Peninsular Railway system, through Province Wellesley, Kedah, and Perlis. Experts are satisfied with the practicability at a comparatively low cost. The probabilities are that the section will soon be placed financially upon a satisfactory basis, once opened to traffic. The Kedah Government are lending every possible support. The F. M. S. Estimates for 1912 and 1913 each allocate 2½ millions towards the project. It is understood that the work will be commenced simultaneously at Alor Star and the Province ends.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday afternoon at the Council Chamber.

The following were present:

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DRAUTRY TUGARD, G.C.M.G., C.B., D.S.O.

HIS EXCELLENCY THE GOVERNOR-GENERAL C. A. ANDERSON, C.B. (General Officer Commanding Troops).

Hon. Mr. W. D. BARNES (Colonial Secretary).

Hon. Mr. C. G. ALABASTER (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. A. W. BREWIN, C.M.G. (Registrar-General).

Hon. Captain F. W. LYONS (Captain-Superintendent of Police).

Hon. Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. W. Y. YUK, C.M.G.

Hon. Mr. E. A. HEWITT.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. C. H. ROSS.

Hon. Mr. J. MONTAGUE EDE.

Mr. C. CLEMENT (Clerk of Council).

MINUTES.

The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of his Excellency the Governor, laid on the table Financial Minutes Nos. 49 to 51, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of his Excellency the Governor, laid on the table the report of the Finance Committee (No. 12), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

THE TYPHOON REFUGEE.

Hon. Mr. H. E. POLLOCK, pursuant to notice, asked the following question:

In view of the statement concerning the progress of the work on the Typhoon Refuge, which was laid upon the table at the last meeting of Council, will the Government take steps to ensure that the future monthly expenditure on this work during the remaining 52 months of the contract time and the general progress of the work shall be such as to safeguard the completion of the work within the contract time of five years?

The COLONIAL SECRETARY replied:—The Government are taking all steps in their power to expedite the work and to ensure its completion within the contract time.

PROTECTION OF WOMEN AND GIRLS' AMENDMENT ORDINANCE.

The REGISTRAR-GENERAL moved the first reading of a Bill entitled, "An Ordinance to further amend the Protection of Women and Girls Ordinance, 1897."

The ATTORNEY-GENERAL seconded, and the Bill was read a first time.

The objects and reasons attached to the measure state that this Bill by changing a "may" into a "shall" limits a Magistrate's discretion so that in future when he is satisfied, on complaint being made by the Captain Superintendent of Police or by the Registrar-General that a house is used as a lodging-house for prostitutes or disorderly persons, or as a brothel, he must punish. His discretion, however, as to the amount of the fine is not interfered with. Where the complaint does not come from the Captain Superintendent of Police or from the Registrar-General proceedings are taken under another Ordinance (No. 1 of 1894), in which case the Magistrate's general discretion is not affected by this Bill.

ARMS AND AMMUNITION AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Arms and Ammunition Ordinance, 1900."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

According to the objects and reasons, the definition of "Exempted person" in the Principal Ordinance has been considered too wide. It was "Exempted person" means and includes any person in the Naval, Military, or Civil Service of the Crown, and any officer of any Foreign Government, and any officer or volunteer as defined by the Volunteer Ordinance, 1893, or by any Ordinance amending or substituted for the same, and any Justice of the Peace, special juror, member of the Legislative Council, or other person exempted by Ordinance from serving on a jury on account of his avocation or profession and any member of the Police Force and any district watchman.

TUNG WA HOSPITAL EXTENSION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance for the Establishment of a Hospital for the care and treatment of the Chinese patients in the Kowloon Peninsula."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

CROWN SOLICITOR'S ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to enable Joseph Horford Kemp, Esquire, Barrister-at-law, to practice as Crown Solicitor in the Court and to provide for the payment of solicitor's costs in cases in which a salaried Crown Solicitor or Assistant Crown Solicitor acts as solicitor."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

PROBATE'S AMENDMENT ORDINANCE.

The COLONIAL TREASURER moved the third reading of the Bill entitled, "An Ordinance to amend the Probate Ordinance, 1897."

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

STAMP AMENDMENT ORDINANCE.

The COLONIAL TREASURER moved the third reading of the Bill entitled, "An Ordinance to further amend the Stamp Ordinance, 1901, and the law relating to Stamps and Stamp Duty."

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

The objects and reasons state:—This Bill is necessary owing to the appointment as Crown Solicitor of Mr. Kemp, who will be an English barrister by the time he arrives in the Colony. Section 6 is analogous to section 2 of the Crown Counsel's Fees Ordinance, 1903, which deals with the Attorney-General's costs. The arrangement with the present Acting Crown Solicitor expires on the 31st August. WIDOWS' AND ORPHANS' PENSION AMENDMENT (NO. 3) ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to further amend the Widows' and Orphans' Pension Ordinance, 1908." In doing so he said:—This Bill was introduced because the Secretary of State has decided that in the case of auditors and assistant auditors, their contributions to the Widows' and Orphans' Pension Scheme shall not be compulsory. The motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

On resuming.

The ATTORNEY-GENERAL reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

CROWN LANDS RESUMPTION AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved that Council go into Committee on the Bill entitled, "An Ordinance to further amend the Crown Lands Resumption Ordinance, 1900."

The COLONIAL SECRETARY seconded, and the motion was agreed to.

On Clause 3.

Hon. Mr. ROSS said:—Sir, with regard to sub-section 3, I understand that a communication has been received by the Government from parties in Hongkong, to which a reply has been sent. They have not had time to consider that reply, and ask that the Bill be delayed for a time to enable them to consider the reply received from Government.

HIS EXCELLENCY:—We can leave that clause of the Bill in Committee if you like.

Hon. Mr. ROSS:—Yes.

PRISON AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled, "An Ordinance to further amend the Prison Ordinance, 1899."

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

PENALTIES AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled, "An Ordinance to amend the Penalties Ordinance, 1899."

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

THE INTERPRETATION ORDINANCE.

The ATTORNEY-GENERAL moved that the committee stage be resumed on the Bill entitled, "An Ordinance to amend and codify the laws, as to the Interpretation of Terms and as to Common Forms used in Ordinances."

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The COLONIAL SECRETARY then moved the suspension of the Standing Orders to enable the Bill to be read by headings.

Hon. Mr. POLLOCK:—I think that is unnecessary after it has been referred to the Law Committee.

Hon. Dr. Ho Kai:—This Bill has been referred to a special Committee and can be taken as read.

The ATTORNEY-GENERAL:—The Bill at present is not quite in the form it was reported on by the Law Committee. In the Committee of the whole Council certain amendments were introduced, so perhaps it would be safer to suspend the Standing Orders. I second the motion.

The motion was agreed to, and amendments made in certain clauses were referred to.

Hon. Mr. POLLOCK:—I should like to know, Sir, why these alterations are made now. The Law Committee sat some days to consider this Bill. It is rather difficult to follow them now and I cannot see the object of the amendments.

HIS EXCELLENCY:—Do you prefer that clause 41 should be left in Committee?

Hon. Mr. POLLOCK:—Yes.

HIS EXCELLENCY:—We can leave the clause in Committee. There is no desire to pass any of them in a hurry.

The Bill was left in Committee, and Council resumed.

POST OFFICE AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved that Council go into Committee on the Bill entitled, "An Ordinance to amend the Post Office Ordinance, 1900." In doing so he said:—This Bill was left in Committee last time because of certain amendments made which it was thought hon. members might like to have an opportunity of considering. If members do not object and have no further remarks to make, I beg to move that Council do now resume.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The ATTORNEY-GENERAL moved the third reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

PROBATE'S AMENDMENT ORDINANCE.

The COLONIAL TREASURER moved the third reading of the Bill entitled, "An Ordinance to amend the Probate Ordinance, 1897."

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

STAMP AMENDMENT ORDINANCE.

The COLONIAL TREASURER moved the third reading of the Bill entitled, "An Ordinance to further amend the Stamp Ordinance, 1901, and the law relating to Stamps and Stamp Duty."

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

STAMP DUTIES MANAGEMENT ORDINANCE.

The COLONIAL TREASURER moved the third reading of the Bill entitled, "An Ordinance to consolidate and amend the Law relating to the Management of Stamp Duties."

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

HIS EXCELLENCY:—Council will adjourn till this day week.

FINANCE COMMITTEE.

JUDICIAL AND LEGAL.

The Governor recommended the Council to vote a sum of Two hundred and eighty-six Dollars (\$286) in aid of the vote Judicial and Legal Departments, E.—Land Registry Office, Personal Emoluments (Additional Duty Pay of \$50 per annum to Deputy Official Receiver).

OBSERVATORY.

The Governor recommended the Council to vote a sum of Seven hundred and three Dollars and twenty-two Cents (\$703.22) in aid of the vote Observatory, Personal Emoluments, Director-Designate, House Allowance.

MEDICAL.

The Governor recommended the Council to vote a sum of one thousand dollars (\$1,000) in aid of the vote Medical Departments, B.—Hospitals and Asylums, Other Charges, Tung Wah Hospital, Medicines.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

MURDER OF A CONSTABLE.

At 4 o'clock morning or two ago people living in Fook Chuen Street in the Bannan's Settlement were aroused by the sound of firearms. Having opened their doors they perceived the constable on duty lying against a wall with blood coming from a wound. It was then found that the man was quite dead, and that he had been shot through the back, the bullet penetrating the heart. There was a dagger wound also. The body was taken to the police station and search made for the murderer, but no trace of him could be found. A strange incident in the case is that the deceased's revolver was missing, and it is surmised that the murderer first stabbed his victim and then used the poor fellow's own weapon to finish the deadly work. The crime is not supposed to be one committed by a revolutionary, but one actuated by revenge.

TIGERS V. LAMBS.

Several days ago I reported the atrocious murder of a man named Lo in the Shun Tak District. The authorities sent several additional soldiers to assist in the capture of the murderers, but all to no purpose. The other night the same band of ruffians, although the military camp was not far off, had the audacity to attack the house of another of the Lo clan. The watchman began to beat a great gong to call the soldiers to the rescue, but the bandits seized the man and told him it was useless for him to make such a din, for they were as fierce as tigers, while the soldiers were as powerless as sick lambs. Seeing that the soldiers did not come to the rescue, it would appear that there is some modicum of truth in the bandits' boast.

ANTI-OPIMUM MEDICINE.

Some time ago it was reported in this column that the Government was going to issue to be sold a certain new anti-opium mixture and that an office for this purpose was to be opened in Sai Kwan. This has naturally caused some alarm to the opium sellers, who have no wish to see their over-riding profits still further decreased. Lo Po Hing, the head of the Prepared Opium Sellers' Guild, has therefore petitioned that the Government do not push the sale of this medicine and that the regulation compelling the remedy to be mixed with the prepared drug be cancelled. After some delay the Government has agreed to this. The office for the sale of the remedy will be opened, but smokers will not be coerced to buy it.

DETECTIVES AND RUMOURS.

In consequence of the ever-recurring rumours regarding possible risings, a number of new detectives have been engaged to search for rebels. As may be expected, the rumours far from having become less have grown in number and improbability daily. For instance, on the seventh of this month the city was fully convinced that there would be a rising on the eighth. Superstitious women spent hours on that night praying to Kwan Yim Po Sze to send rain in copious downfalls in order to stop the operations of the dreaded rebels. As may be expected, the day passed quite quietly and now it is again "rumoured" that the rising is fixed for next month. In a scathing article on the appointment of these detectives one of the native papers freely suggests that the rumours are invented by these men themselves, and goes on to say that instead of looking for rebels the authorities would be better employed in looking for rumour-producers. A comparison is then drawn between the splendid police of Western countries and that inefficient body that poses as police in Canton. The same article also condemns the authorities for employing such ignorant men as are at present found in the force, for to employ such men to capture criminals, it goes on to say, is "about as reasonable as to expect deaf men to distinguish sounds or blind men to point out colours."

THREATENING LETTERS.

The dealers of the San Ning and San Wui districts are afraid to take their goods to the Fatsah markets, as they have to pass through part of the Shun Tak district, where pincines are of daily occurrence on the river. Many of these merchants have received "at an early date" "black letters" demanding a sum of money. One word merchant has just received such a letter demanding

10,000, and it is no wonder that in Fatsah trade is very dull. In spite of the activity of the authorities seventy-six cases of armed robbery with violence resulting in loss of life have occurred in the course of a few months in the Shun Tak District, and not one of the perpetrators of these crimes has been brought to justice. Canton City itself is by no means free from the threatening letter scare. In Sheung Moon Tai, which is one of the greatest streets in the City, several of the chief traders have received letters purporting to come from rebel leaders stating that this particular street will soon be used as a battle ground between the rebels and the Imperial troops. Then for the usual "consideration" protection is offered in the day of trouble.

STRENGTHENING THE FORCES.

The Viceroy has telegraphically requested the Governor of the Liang Kiang to send a strong body of marines to this province. These men will be sent to the localities known as Chin Shan and Lin Fa Shan. The four regiments sent some time ago to Ko Chow are to be recalled and again quartered outside the city. This has been done to help tranquillise the public, who have been much scared by recent rumours.

TYPHOON DAMAGES.

It is said that the typhoons of last week have done a great deal of damage in the country places, where the fruit and vegetables have greatly suffered. In Canton itself, in spite of the fury of the storms, very little harm was done. A few haystacks were destroyed, but, thanks to the typhoon signals, none of the water people came to grief.

TAMERS AND SQUEEZE.

It is one of the many bad customs existing here that when anyone calls on an official the runner refuse to take in the visitor's card unless they are "tipped" plentifully. A day or two ago a gentleman had occasion to call on the Pun Yu Magistrate and was, of course, "squeezed" in the usual manner. The next day he had occasion to call on the Viceroy, when the same thing happened. The gentleman then informed H. E. of what had happened. The Viceroy was greatly annoyed and has since issued a strongly-worded notice in which runners are threatened with instant dismissal if found guilty of this practice while the officer in charge of the yamen will be punished for allowing too much liberty to his subordinates. The public are also requested to report any such attempts at squeeze made upon them. It is doubtful, however, if many will report, for the complacency with which people here allow themselves to be "bled" is astonishing.

FACTORY SHARS.

Viceroy Chang has received a memorial from Mr. Shan, Director of the Government Leather Factory, to the effect that it is most difficult to get the calls on the shares paid up, and in consequence he suggests that the factory be closed. The Viceroy does not consider this proposal reasonable, and suggests that a meeting of shareholders be called at an early date.

SUPREME COURT.

Thursday, August 10th.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. H. H. J. GOMPERTZ (PUNISH JUDGE).)

CLAIM FOR RENT AND RATES.

Miss Marion Gains brought action against O. S. Sam to recover \$431.60, being as to \$ 0.60, half the cost of the tenancy agreement paid by the plaintiff on behalf of the defendant; as to \$430.00 amount of rates and taxes due from the defendant in respect of No. 18, Nathan Road, Kowloon; and as to \$313, damages for breach of the agreement of keeping the said premises in good repair and condition, such sum being the cost of replacing the windows of the premises which had been broken during the tenancy of the defendant.

Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) appeared for the plaintiff, the defendant being absent and unrepresented.

Mr. Harris stated that Mr. Holmes formerly represented the defendant, but was no longer instructed.

His Lordship:—Is the defendant a Chinaman?

Mr. Harris:—No, an Indian. He has left the Colony, but I think I might as well get judgment, having gone so far. The writ is issued for various months' rent and rates under a written agreement. Since it was issued \$43.30 have been paid on account.

Bailiff Leonard proved personal service of the writ.

Miss Gains informed the Court that she was the lessee from the Humphreys Estate and Finance Co., Ltd. of No. 18, Nathan Road, Kowloon. On April 7th she let the ground floor of this building to the defendant under an agreement which she produced. During the tenancy the windows of the house were broken, and the estimate which she obtained for replacing them amounted to \$313. Since the writ was issued witnesses had received \$43.50 on account, leaving a balance of \$368.10 due. The broken windows were not caused by typhoon.

His Lordship:—I suppose the practice in the Colony is half the cost of an agreement?

Mr. Harris said he thought it was, and he knew it was the practice at home.

Witness in reply to his Lordship, said the plaintiff's windows were not covered by insurance.

Judgment was entered for the plaintiff for the amount claimed and costs.

QUEEN MARY'S VISIT TO GERMANY.

The Berlin newspapers state that the arrangements are complete for the visit of Queen Mary, the Princess of Wales, and Princess Mary to Germany. Her Majesty will arrive at Neustadt at the end of August on a visit to the Dowager Grand Duchess of Mecklenburg-Strelitz. The Queen will also be present at the annual review of the German Fleet at Swinemünde on August 30, and will stay at Potsdam for a couple of days, witnessing the autumn parade of the Berlin garrison on the Tempelhofer Feld.

## CORRESPONDENCE.

## THE TAXATION QUESTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir:—In your leading article in today's issue of your newspaper referring to the letter of "Taxpayer" published in the same issue you state that you leave to me the defence of my figures as the relative wealth per head of the inhabitants of this Colony and Great Britain.

I do not think "Taxpayer" is wise in supplanting his argument on his own lines, to accept his statement that only half of the total national income of the United Kingdom consists of earned income, from which he deduces that the total privately owned property is about \$550 per head of population. Assuming this to be correct, as also the figures given by "Taxpayer" showing the average earned and unearned income at home to be £44 per head of the population as against £15 per head in Hongkong, this by no means justifies the conclusion he arrives at in his letter that we are taxed far less in proportion than the population of the United Kingdom; on the contrary his own statements show that this is not so; in the first place, after deducting, as he says, "from the realm of pure theory to actual facts" he "estimates" that the rents in Hongkong are about 2½ times those paid for equivalent accommodation in England. Just as the rents are proportionately greater here than there, so also it may rightly be assumed is the cost of living. Therefore, to place the population of Hongkong on relatively equal terms with that in England the sum of £15 (representing the earned and unearned income per head) must be reduced in the same ratio as the cost of rent and living here bears to that at home. The result of this is to make the income per head of Hongkong inhabitants £5, which is one-seventh of the income per head of the English population, and inasmuch as one-seventh of £5 is 71s. 0d. (the amount given by me and quoted by "Taxpayer" as being paid in taxes per head in England) works out at less than £1, and as our present taxes per head amount to £1 9s. 0d. we are, on "Taxpayer's" own showing, paying a much greater proportion than is paid at home.

It is argued by "Taxpayer" that our breakfast tables are free, our tobacco free, we pay no Income Tax, and the liquor we consume is but little taxed as compared with that at home, and he advocates an increase of duty on liquors and the imposition of a duty on tobacco. He has evidently failed to realise the fact that a large proportion of the vices upon our breakfast tables are imported, that they pass through the hands and books of more than one middleman according to the custom of this island, and are so far from being free that their cost is vastly greater than would be the cost of equivalent articles in England. With regard to the suggestion of an imposition of duty upon tobacco, I dare to assume that "Taxpayer" is a non-smoker. A great point has been made by "Taxpayer" of the fact that we pay no Income Tax; but here again he has failed to realise the other fact that whereas those at home whose incomes are above a certain amount pay income tax at the rate of about 5 per cent. those out here in the same relative position pay a very much greater percentage of their incomes in procuring most necessities from the old country. It practically all comes back to the same thing; the cost of living in this country, including rent, is, as "Taxpayer" himself has in effect stated, 2½ times greater than the cost at home, and it may be added that the proportion of those who are able to save a little out of their incomes—anything at all, in fact—is far less than the proportion at home. To increase the cost of living by additional taxation would, it seems to me, be an injustice to the majority of those upon whom the prosperity of the Colony depends. There are some methods, which I hope to have an opportunity of pointing out later on, whereby money can be raised for making permanent improvements in the Colony, methods far more just and reasonable than the taxation of the present population for the benefit of posterity.

In conclusion I may point out that if the number of occupants of one house is to be considered any criterion as to the wealth or poverty of such occupants and their consequent ability to bear heavy taxation, a comparison between this Colony and the United Kingdom is most significant. The total number of houses in the United Kingdom is 8,717,000, averaging 5.3 persons to each house. In Hongkong the total number of houses is 12,243, and the average number of occupants of each is 35, the average proportion of occupants being nearly 7 times greater than that in the United Kingdom. If overcrowding is a sign of poverty, our poverty is unmasked. Yours etc.

C. MONTAGUE EDE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR MR. EDITOR:—You say you can't follow my argument, so I will try to put it more clearly: If average income at home equals £45, and average income in Hongkong £15, and if the average taxation at home is £6.17, 0, the proportional taxation out here is £2.58. As 45:15::£6.17:£2.58.—Yours truly,

TAXPAYER.

[That is quite clear, but "Taxpayer's" letter showed that though Hongkong has an earned and unearned income of only £15 per capita, we are paying very nearly as

much in municipal taxes and more than half the duty on liquor, which is paid in England, where the average income works out at £45 per head. So far, then, "Taxpayer," who sets out to prove that we are lightly taxed in comparison, actually establishes the fact that we are over-taxed. But then, he says, we pay no income tax, while the man in England does. We pay, however, a heavy Military Contribution which amounts to the same thing. We do not overlook the fact that the Military Contribution is included in the taxes our correspondent has mentioned, but we would point out that assessed taxes and liquor duties represent only about £1,700,000 out of the Colony's total revenue of \$7,000,000, so that we provide 20 per cent. as Military Contribution on the remaining \$5,300,000, and we are entitled to set this off against the Home residents' income tax. "Taxpayer" further reminds us that we have a "free breakfast table." But can it be said that we have a cheap one, in comparison with the resident at home? It is true our tea and sugar are not taxed, but our butter, jams, milk and even our bread are dearer, to say nothing of table-linen, porcelain and cutlery; so that from the point of view of cheapness we have no advantage over the Home folk. This brings us to the point we made yesterday, viz., that in fixing our taxable capacity we have to take into consideration, not only our income, but our relatively higher expenditure.—E.O.]

"PRENEZ MOI!"

From the Gentlewoman: An American lady possessing youth and beauty but not a definite knowledge of French, hailed a French man recently, and having previously looked up the word "engaged," said to the cocher, "Etes vous fiance?" To which, with an amusing shrug of his shoulders, he replied, politely, "Mais non, m'dame, non!" Upon which the fair one quickly added: "Eh! bien, prenez moi!"

INTIMATIONS

The Food Question



NOEDDEUTSCHEE LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 8th August, 1911. [5





## Sozodont

Is a delicately fragrant mouth deodoriser and a tonic for the teeth. Its regular use preserves the teeth and prevents tartar deposits. It makes the teeth white and strengthens the gums. And it does not impair the taste.

Use it to-day and everyday—it makes for good health.

Sozodont is in three forms—powder, liquid, and paste—each equally effective. Try the powder first it meets the requirements of most people.

### NOTICES TO CONSIGNEES

FROM EUROPE.

#### THE H.A.L. Steamship

"ALEXIA." Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given 70-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 15th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 7th August, 1911. [1007]

#### TOYO KISEN KAISHA.

#### NOTICE TO CONSIGNEES.

S.S. "KIYO MARU."

FROM SOUTH AMERICAN PORTS AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from the Godowns.

Cargo remaining undelivered on TUESDAY, the 8th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 14th inst., at 10 A.M., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 21st inst., otherwise they will not be recognized.

K. MATSUDA, Agent, Hongkong, 7th August, 1911. [1008]

#### "GLEN" LINE OF STEAMERS.

#### NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO, HULL, LONDON AND STRAITS.

#### THE Steamship

"GLENMURRAY."

Captain R. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents, Hongkong, 7th August, 1911. [1008]

#### TOYO KISEN KAISHA.

#### NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from the Godowns.

Cargo remaining undelivered on FRIDAY, the 11th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 14th inst., at 10 A.M., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 28th inst., otherwise they will not be recognized.

K. MATSUDA, Agent, Hongkong, 8th August, 1911. [1011]

### RUBBER COMPANIES.

#### MATERNITY INTERNATIONAL.

The Eastern International Rubber Trust has suffered a depreciation in its securities of £92,000 sterling. Consequently no dividend is declared, but £30,000 is placed to reserve and £37,000 carried forward.

THE EASTERN RUBBER TRUST. Mr. A. G. Angier, who presided last month at the general meeting of the Rubber Company (Limited), said that the company had a strong financial position sufficient for all their needs. The rubber cultivation had been actively proceeded with, and the young rubber planted by the vendors was reported by latest advices to be making satisfactory progress.

The vendors had faithfully carried out their planting contract, and there was an absence of disease. They had authorized the manager to open up extensions to the extent of 250 acres so long as the estate force could be well maintained. The output of rubber should be very satisfactory, for the latest reports spoke well of the state of the trees, and there were some 19,000 trees tappable and more to come on immediately.

After a careful census by the manager, the number of trees guaranteed by the vendors had been found to be correct. They had about 10,000 acres of land. The expectations held out in the prospectus had been amply fulfilled up to the end of 18 months from the inception of the company. He congratulated the shareholders upon the general outlook and the fact that they would soon be a very profitable concern. Tapping really began in January last, and the amount of rubber which they had harvested to the end of the financial year was 24,061 lb. For April the return was 1,268 lb., for May, 1,714 lb., and for June, 1,836 lb. It was estimated that the amount of rubber which would be produced in the current financial year would be 32,955 lb., and that should be readily realized if not exceeded. The rubber which they had had come to hand had realised fair average prices at public auction.

A dividend of 10 per cent. was proposed, and Mr. F. W. Mitchell found fault with the amount of expenditure and that a number of items were lumped together in the accounts.

Mr. Williams, who spoke amidst interruption, said that he considered that the criticisms were unfounded. Mr. White asked certain questions of detail.

The Chairman replied, and said that a large amount of the money had gone in "sales" work. Out of £11,000 outlay some £9,000 had gone upon the closing up of the estates, which had been enormously improved in consequence. They would get not only better, but earlier, returns from the estates. It was impossible to forecast what profit they were likely to make upon future sales. No one could tell what Mining Lane would do. It was impossible, of course, to develop the whole area of 10,000 acres unless they had a great deal more capital.

There were still a certain number of shareholders at the moment. If any of the shareholders could come on the board and do better than the directors he would welcome them. He felt confident of the ability of the directors to carry out the programme laid down.

Sir W. H. Treacher seconded the resolution for the adoption of the report and accounts, which was agreed to.

RUBBER INVESTMENT TRUST. The report of the Rubber Plantations Investment Trust for the year ended March 31st, now being issued, and makes interesting reading. In the balance sheet there appears a sum of £418,558 as investments in shares, debentures, and options, represented by approximately 72 per cent. in rubber, including coffee interplanted in rubber) 25 per cent. in tea, and 3 per cent. in tobacco and other products. The geographical distribution of the cost of the trust's investments is as follows:—Ceylon, 15 per cent.; East Coast Sumatra, 15 per cent.; Java, 25 per cent.; Malay Peninsula, 25 per cent.; and Southern India, 17 per cent.

Including a few cases of companies in the development stage (which, however, the directors confidently expect will be brought into bearing at considerably less than the figure given below), the average cost to the trust of its investments is not likely to exceed 25 per cent. in bearing; and this average is about the considerably reduced by the holdings being acquired by the trust in companies of its own promoting.

COTTON CULTIVATION IN CHINA. The British-Acting Commercial Attaché at Peking has drawn up a memorandum on the cultivation of cotton and the manufacture of cotton goods in China, from which we take the following:—

The trade returns of the Imperial Maritime Customs for the year 1910 show the export of raw cotton from China to foreign countries of 1,247,304 piculs (1,484,885 cwt.), valued at Hk. Tls. 28,141,233 (about £3,788,800). This is an increase of nearly 100 per cent. over the previous year's export, and of about 60 per cent. over the average quantity exported during the preceding four years. The figures are:—

Year	Cwts.	Hk. Tls.
1906	916,121	11,631,138
1907	1,176,256	16,959,737
1908	730,368	10,345,205
1909	724,301	7,821,131
1910	1,484,885	28,141,234

The average value per cwt. has risen from Hk. Tls. 12.70 in 1906 to Hk. Tls. 18.95 in 1910 (that is, from 4s. 9d. to 5s. 10d., allowing for the difference of exchange in the two years: the price in 1910 was thus approximately 5d. per lb.). The strong demand from Japan, and even the Continent of Europe, in the second half of the year sent prices up to a record level in Tientsin, Hankow, and Shanghai; best Tanchow cotton was quoted at the last-named market at approximately 6d. per lb.

The export in 1910 from Tientsin to Shanghai and foreign ports amounted to 1,488,009 cwt., or five times the quantity shipped in 1909, while shipments from Hankow increased from 51,000 cwt. in 1909 to 277,498 cwt. in 1910. Statistics of the distribution of the foreign export are not yet available, but it is probable that some 90 per cent. went, as in previous years, to Japan.

While the high price of raw cotton, both in the United States and in India, during the past two years is mainly responsible for the increased export of China cotton, the all-round increase in production, more especially in North China, is undoubtedly in great measure due to the substitution of cotton for the opium poppy, as a result of the measures taken by the Chinese Government to prohibit the cultivation of opium. Official encouragement has been given to the formation of societies for the study of cotton cultivation. In several provinces, notably Szechwan, Shantung, Chihli, and Yunnan, the Government have made free distributions of seed, both native and foreign, and have appointed agents to instruct the people in improved methods of cultivation. The experiments which have been carried on during the past year in Chihli province appear to have been particularly successful.

Unfortunately, the increased demand and high price paid for Chinese cotton has proved too much for the honesty of the native growers and collecting agents, who have carried the practice of watering cotton to a pitch which if persisted in bids fair to exclude Chinese cotton from the

world's markets and seriously to handicap the growing cotton manufacturing industry in China. In 1910 China imported chiefly from India, 245,137 cwt. of raw cotton, valued at Hk. Tls. 4,463,995 (£581,018), as against 136,177 cwt., valued at Hk. Tls. 2,000,915 (£269,536) in 1909. The increased import is due to the fact that Shanghai mills were obliged last year to purchase Indian cotton owing to the difficulty they experienced in obtaining even moderately watered native cotton at a reasonable price. An international committee of merchants interested in the trade has lately been formed in Shanghai, and is now engaged, in co-operation with the Chinese authorities and the native cotton guilds, in devising measures for putting an end to the practice of watering cotton.

According to a recent report, there are now 33 cotton mills working in China, of which about one-half are situated in Shanghai. The number of spindles is given as 903,416, and of looms as 3,803. The total annual output is placed, on a moderate estimate, at 272,000,000 lbs. of yarn and 45,600,000 yards of shirtings and drills.

### CHINA'S DESTINY.

THE INFLUENCE OF FOREIGN EDUCATION.

China is greatly in need of foreign-bred citizens, declares his Excellency Liang Tung Yen, ex-President of the Wu-Tu-Fu, who after a long visit to America, and a speaking tour in Europe, is now in the East. He is a graduate of Yale University in 1882, and an interviewer:—

"China's destiny depends greatly upon the influence of foreign education. Not nearly enough youths of China are having the benefit of education in America and Europe. Instead of being numbered by thousands, the Chinese students abroad should be numbered by tens of thousands. At the close of the Boxer rebellion, in 1901, I was in Hankow, and several foreign correspondents came to talk to me about the settlement of the claims to be presented by the Powers. I suggested that instead of exacting tremendous indemnities from China, forbidding the purchase of arms by her, and in every way attempting to weaken her, the aggrieved nations should insist on the incorporation in the protocol of peace of a clause to the effect that the Imperial Government should send ten thousand students of the Boxer countries to be educated. If that were done, it would be the best guarantee that no repetition of the Boxer troubles would occur. Unfortunately the Powers did not see it that way.

"There is a crying need for more foreign-trained men to assist the Government. When I was a student in America there were hundreds of Japanese youths at the great European and American universities. But what a thousand students of Western learning could accomplish in a small state like Japan would hardly be a beginning in a great nation like China. China cannot expect to do what Japan did in 30 years. She needs a hundred times more students than Japan did. Of recent years more students have been coming to America and Europe and fewer to Japan. Some time ago it was thought in China that because of the lesser expense it would be wisest to send Chinese students to the Japanese universities instead of to Europe or America. That idea has been changed now. People in China realise that the student who comes back from Japan has only the most superficial training in Western culture and knowledge. This is because the Japanese training is in itself very superficial. Chinese students, graduated from Japanese institutions, soon find they know only a little about a great many things, and not much about any one thing to be of benefit.

"Too many Chinese students abroad follow the law and political economy, hoping to fit themselves for immediate entry into politics after graduation. What China needs is more engineers, scientific farmers, and educated business men. One unfortunate result of the increasing education of our young men abroad is that after their return home and their entry into the Government employ they are promoted to high positions too rapidly. There is such a demand for trained men in every department of the Government, and so few to fill the positions, that advancement comes to the foreign-trained student before he is matured sufficiently to fill adequately the higher posts. China is passing through a very critical period at present. If the empire can be at peace for twenty or thirty years, I believe the country will find itself and will emerge from the present doubtful condition into a new era of progress. Too many progressives want to go too fast in the reorganisation and the establishment of parliamentary government. China cannot do this without inviting ruin. Though the Constitution is promised for 1915 I do not know whether or not China will be ready for it at that time. My country is developing a great national spirit, but some desire that it should strip itself of the old customs and put on the new before the time is ready."

### CHINA WOOD OIL.

THE MULTIFARIOUS USES TO WHICH IT IS PUT.

Some interesting particulars regarding China wood oil are given in a United States Consular report to Washington. According to this report, the tree from which China wood oil is produced is one of those strangely versatile organisms which are occasionally found to make use of the rich man. It has dozens of uses. Its timber, though not obtainable in large sizes, is soft and white when new, but becomes very hard and durable as it ages, and is impervious to water and insects; so that it is especially suited to many uses. A fibre is obtained from the trees and is spun and woven into a useful cloth, but it is the fruit which is principally of use. The tree is easy of cultivation, and it from three to six years bears freely, yielding from 20 lb. to 50 lb. of nuts a year for the following ten years or so.

Some idea of its valuable qualities can be gathered from the variety of uses to which the China nut oil is put. It is about equal in usefulness to coconut oil. It serves as fuel and as oil for lamps. It is water-proof as paper for umbrellas and other purposes, and gives a durable finish to growing the best classes of tobacco. It is used for varnishing boats and all sorts of woodwork for making cloth waterproof. The oil resulting from its imperfect combustion gives the well-known Chinese ink. Combined with lime, sand and earth it forms a composition almost as strong as granite. The ash left after burning the nut itself, mixed with the oil, produces a very coarse cement which is used in China for caulking boats and makes a good filling for preparing wood for a first coat of paint. One of the peculiar qualities of the oil is that on heating above a certain high temperature it coagulates into a substance resembling amber, and cannot thereafter be softened by heat. Whether the oil has had its possibilities for usefulness exhausted cannot be said, but further utilities are quite likely to be found. At present its chief importance is as a varnish.

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After the quaint paradox that "your stomach is only half a stomach in the Tropics," he dwells upon the necessity for supplying the stomach with something rich in the elements which go to build up the nerve health, and without which there can be no bodily health, viz., phosphorus. And it is equally essential, the writer says, "that we should supply this substance in an easily digestible form for the stomach, as we have heard, a low-power one."

"It is here," declares this medical authority, "the tonic food called Santogen comes in as an aid to diet. It is so easily digestible that it is the tonic food of the Tropics, and it is constantly being fed on it, and it administers the vitalising substance upon which the vital forces actually depend, and in such a manner that the hungry tissues can assimilate them and adapt them to their various needs."

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[105-207]

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## SHIPPING IN PORT.

STEAMERS

AROHIM, German str., 1,001, C. Kampff, 2nd August—Bangkok 26th July, Rice—Butterfield & Swire.  
 AWA MARU, Japanese str., 3,921, T. Iizawa, 6th August—Seattle via Japan and Shanghai 3rd Aug. General and Flour—Nippon Yusen Kaisha.  
 GABRIEL, British str., 2,355, E. Woodhead, 27th July—Cardiff 8th June, Coal—Admiralty.

DAIJO MARU, Japanese str., 846, H. Murayama, 5th August—Tamsui, Amoy and Swatow 5th Aug. General—Onaka Shosen Kaisha.  
 DAIJIN MARU, Japanese str., 3,991, Y. Yamamoto, 2nd August—Swatow 30th July, General—Onaka Shosen Kaisha.

DERWENT, British str., 1,520, Jenkins, 29th July—Cebu 22nd July.  
 DEVAWONGSE, German str., 1,657, E. Gathmann, 30th July—Bangkok 22nd July, Rice and Timber—Butterfield & Swire.

DUNEDIN, British str., 3,051, Maco, 28th July—Mojil 22nd July, Coal—Dowell & Co.  
 FIN, Norwegian str., 869, N. G. Andersen, 6th August—Narvik and Dalgby 28th July, Beans—Aagaard, Thorsen & Co.

GERMANIA, German str., 1,714, H. Frandsen, 7th August—Wakamatsu 30th July, Coal—Jensen & Co.  
 HANMUN, British str., 641, A. H. Stewart, 9th August—Swatow 8th August, General—Douglas, Leprie & Co.

HAYWARD, Norwegian str., 1,066, Andersen, 7th Aug.—Narvik 5th August, General—Chinese.  
 HELEN, German str., 771, H. Bendixen, 7th August—Quinhon 1st and Touraine 5th August, General—Jensen & Co.

HOPSON, British str., 1,359, J. M. Hay, 6th August—Hongkong 3rd August, Coal—Jardine, Matheson & Co.  
 ISOLA, Italian str., 2,931, Bolito, 4th August—Singapore 28th July, General—Carlowitz & Co.

JERICO, British str., 1,234, White, 6th August—Keelung 2nd August, General—Bank Line, Ltd.  
 KAGAN, British str., 1,153, D. E. Davies, 8th Aug.—Cebu via Shanghai 4th August, General—China Navigation Co.

KING PING, Chinese str., 1,222, H. Udden, 7th August—Chinkiang 1st Aug., General—Chinese.  
 KIO MARU, Japanese str., 3,000, S. Toge, 6th August—Mojil 30th July, Coal—Toyo Kisen Kaisha.

KORSA, American str., 5,651, Wm. Fisher, 1st August—San Francisco via ports 5th July, Mails and General—P. M. S. S. Co.  
 KUMCHOW, British str., 1,215, Foremyth, 7th August—Tientsin 1st July and Swatow 5th August, General—Butterfield & Swire.

KWANG PING, British str., 1,459, G. v. Wagetti, 7th August—Chikwang 31st July, Coal—C. E. & M. Co.  
 KWANGTAI, Chinese str., 1,536, Stewart, 8th August—Shanghai 4th August, General—C. M. S. N. Co.

LABRETE, British str., 1,340, Page, 7th Aug.—Suzhou 2nd August, Rice and General—W. & P. S. S.  
 LABANG, British str., 2,224, E. J. Tada, 8th August—Calcutta 26th July, General—Jardine, Matheson & Co.

LOCKBURN, German str., 1,021, W. Taubert, 7th Aug.—Bangkok and Hoihow 5th August, General—Butterfield & Swire.  
 LONG RANG, British str., 1,192, G. W. G. Leach, 8th August—Manila 5th August, General—Jardine, Matheson & Co.

MADEIRA, German str., 2,956, J. Schmitz, 28th July—Mororan 26th July, Coal—Bradley & Co.  
 MAYDARAN MARU, Japanese str., 4,551, T. Ota, 8th August—Milke 2nd August, Coal—Mitsui Bussan Kaisha.

MARIE, German str., 1,169, H. Schlaikjer, 30th July—Suzhou 27th July, Rice and General—Jensen & Co.  
 NIPPON MARU, Japanese str., 3,452, W. E. Filmer, 8th August—San Francisco 12th July, Flour, Canned Goods and General—Toyo Kisen Kaisha.

ONPA, British str., 5,810, W. Cope Lycett, 6th August—Liverpool 24th June, General—Butterfield & Swire.  
 ORECHIE, British str., 3,139, Findlay, 8th Aug.—Manila 4th Aug., General—Bank Line, Ltd.

RAJABUR, German str., 1,189, C. Wolff, 3rd August—Bangkok and Swatow 2nd Aug., Rice—Butterfield & Swire.  
 SAINIE ROCKERS, Dutch str., 573, D. E. Boeve, 2nd August—Fochow and Swatow 1st August, Kerosene Oil—Asiatic Petroleum Co.

SARMA, British str., 2,680, Keir, 8th Aug.—New York and Singapore 31st July, General—Dowell & Co.  
 SIM, British str., 992, Robt. A. Beners, 8th August—Shanghai 4th August—Asiatic Petroleum & Co.

SIMON, British str., 1,047, F. Janieson, 7th Aug.—Hoihow 5th and Hoihow 5th Aug., Rice and General—Butterfield & Swire.  
 TAIKUN, Chinese str., 1,216, B. G. Paramore, 7th Aug.—Shanghai 3rd Aug., General—C. M. S. N. Co.

TAIARAC, British str., 3,319, H. McDonald, 8th August—San Francisco, Kerosene oil—Standard Oil Co.  
 TIAN, British str., 5,721, H. W. N. Evans, 7th August—Tacoma 8th July, Flour and General—Butterfield & Swire.

TIMARU, Dutch str., 2,007, P. P. Scholte, 22nd July—Swatow 21st July, General—Java-China-Japan Lijn.  
 YOHOW, British str., 1,306, W. McIntosh, 9th August—Hongkong 6th August, Coal—Butterfield & Swire.

YUENSAO, British str., 1,142, P. H. Rolfe, 31st July—Manila 28th July, General and Hemp—Jardine, Matheson & Co.  
 YUENSAO, Chinese str., 1,079, C. Westerlant, 2nd August—Shanghai 30th July, General—C. M. S. N. Co.

SAILING VESSEL  
 EUPHIE, British 4-masted barque, 2,996, Jan. White, 12th May—New York 20th Jan. Kerosene Oil—Standard Oil Co.

LATEST STEAMER MOVEMENTS.  
 The C.P.R. Co.'s str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 8th instant a.m.  
 The H.A. Line str. *Segovia* left Shanghai on the 10th instant a.m., and may be expected here on or about the 13th instant p.m.  
 The I.G.M. str. *Prinz Waldemar* left Kuchinga on the 10th instant at 2 p.m., and may be expected here on or about the 14th instant, a.m.

SHIPPING REPORT.  
 The British str. *Chinua* reports: Moderate S.W. monsoon and fine weather.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S.S. Co. str. *Siberia* from San Francisco sailed from Yokohama on the 5th instant on route to Hongkong, and is due to arrive at Hongkong on the 18th instant.  
 The P. M. S.S. Co. str. *China* sailed from San Francisco on the 26th ultimo, via Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 22nd inst.

The P. M. S.S. Co. str. *Manchuria* sailed from San Francisco on the 2nd instant for Hongkong, via Shanghai, and is due to arrive at Hongkong on the 25th instant.

THE AUSTRALIAN MAIL.  
 The I.G.M. str. *Cochin* left Sydney on the 29th ultimo, at 11 a.m., and may be expected here on or about the 20th inst.

The E. & A. str. *Eastern* left Sydney on the 3rd instant for this port (via Queensland Ports, Port Darwin and Manila).

THE CANADIAN MAIL.  
 The C.P.R. Co.'s str. *Empress of India* left Vancouver, B.C. (via usual ports of call), on the 2nd instant p.m.

The O.S.K. str. *Tacoma* from Tacoma left Shanghai for this port on the 7th inst., and is due here to-day.

The H.A. Line str. *Segovia* left Dairen on the 7th instant p.m., and may be expected here to-morrow p.m.

The Austrian Lloyd's str. *Verwants* left Singapore for this port on the 7th instant p.m., and is due here on the 15th instant a.m.

The str. *Wah* from New York left Sabang on the 4th inst., and is expected here on or about the 14th instant.

The Mogul Line str. *Dracmar* from United Kingdom left Singapore on the 8th instant morning, and is therefore due here on or about the 14th instant.

The O.S.K. str. *Seattle* from Tacoma for this port via Japan and Manila on the 22nd instant, and is due here on or about the 25th instant.

The T.K.K. str. *Buys* from Manila sailed from Arica, Chile, for Hongkong on the 25th ult., and is due to arrive at Hongkong on or about the 29th prox.

## PASSENGERS.

ARRIVED.

Per *Chinua*, from Shanghai, Mr. P. S. Falconer, Mrs. Roseman and 3 children.  
 Per *Siberia*, for Hongkong, from Fochow, Mr. H. Bond, from Shanghai, for London, Mr. H. M. Toose, Mr. G. W. Ellis and Miss N. Rosenthal.

Per *Justicia*, for Hongkong, from Yokohama, Mr. L. H. Davis and Mr. V. Dinsor; from Kobe, Mr. William Coker and Mr. Uschmann; from Tientsin, Mrs. A. L. Stein; from Shanghai, Mr. J. A. P. Hermann, Mrs. Goodfellow and daughter, Messrs. J. Qian, S. D. Sofna, W. H. Katten, K. Becker, Mrs. Ch. Mayer, Messrs. L. Black, Fr. Reiber and J. R. Murray.

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 Mr. P. V. Forber  
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 Mr. H. Gies  
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 Mr. E. Hunsman  
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 Mr. B. Hilton  
 Mr. B. H. Jones  
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 Mr. & Mrs. G. E. Harvey  
 Dr. Hobson  
 Mr. H. Hoffman  
 Mr. & Mrs. G. P. Lamont  
 and children  
 Mr. & Mrs. J. C. Logan  
 Mr. J. P. Macgregor

## KING EDWARD HOTEL.

Dr. Belliss  
 Miss Bonnett  
 Mr. & Mrs. Bridger  
 and son  
 The Block  
 Capt. & Mrs. Blomeyer  
 Miss M. Gains  
 Mr. A. Harper  
 Mr. & Mrs. L. L. Loxor  
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## A ROMANCE, AND SOME MEMORIES.

MEMORIES.

One golden evening, in Calcutta, a wayward boy led me to the city's ancient burial-ground—that old-world garden of tangled and fragrant memories—and as twilight softened the ghostly ruins of crumbling arch and broken column lent an added glory to the roses that struggled over the moss-grown paths, I was to-morrow on that delightful romance that Kipling gave about "Lucia," whose tomb with its marble quantity mournful verses fronted the silent street by which I came. And I thought how easy it was to adorn a tale. "O! War?—Here was the dust of brave old General Clavering, hero of a hundred battles. 'He has come home,' wrote Horace Walpole, 'covered with more laurels than a bear's head.' What a fighter he was; and when his country's enemies ran short, why, stop my vitals! he picked quarrels with his friends and poked them neatly through the waist-band with as much good humour as if a bout with the blades, or a pistol shot or two, was the natural and fitting close to a busy day. Of the perils of the sea?—Here, in peace at least, by Captain William Mackay, and how many of these who have given his monument a passing glance know that in the second cargo of 'Don Juan' Byron has given, down to the minutest detail, the story of Captain William Mackay and the wreck of the *June*; yet so it is. Even Byron's wild imagination failed him at the perils of the sea, so he told the truth and called it romance. 'In all the annals of shipwreck,' says the novelist James Payn, 'I know no more pathetic tale than the wreck of the *June*.'

And of love?—How dear to us the glorious ladies whose memory sanctifies this place. Was ever maid more fair than Elizabeth Sanderson? Men lived hard lives for gain in Warren Hastings' days, but gallantry was there, too, and the conquests of Elizabeth have come ringing down to us through the years—from the time she quitted Calcutta, a hundred years ago. "The beautiful Mrs. Sanderson," in a beautiful soundly enough now, beneath that enormous pyramid that seems to bid defiance to the day of resurrection. "Of all her sex I never observed one who possessed more the art of conciliating her admirers. As a proof thereof we met six years in her lively one public ball evening, viz. a poor man, French, frock, trimmed with pink silk and chained lace with quaggers, when each of us to whom the secret of her intended dress had been communicated, buoyed himself up with the hope of being the favoured happy individual. The innocent deception soon appeared evident, and the man of most sense was the first to laugh at the ridicule which was exacted for each to have the honour of a dance with her, and in reward for such kind complaisance we gravely attended her home, marching by the side of her palanquin regularly marshalled in procession of two by two." Such goings on there were in those old days according to the testimony of one, G. F. Grand, Esq., of the Company's Service—and he, mark you, was no mean judge of feminine charms, yet married Catherine Vernon, afterwards Princess Talleyrand, of adventure most notorious, and frail, alas! as she was fair.

And musing on these things, I remembered the story of Rose Aylmer, beloved of one of England's poets—Walter Savage Landor. There is no other story like it in the world, unless it be the love of Dante for Beatrice. And in a little while I found her tomb, solitary old and worn, but bearing still that precious elegy "carved as it were in ivory and in gems" upon the grey old stone—the words that Landor wrote that night they told him of her death—

"Ah, what avails the sceptred race?  
 Ah, what the form divine?  
 What every virtue, every grace?  
 Rose Aylmer, all were thine.  
 Rose Aylmer, whom these wakeful eyes  
 May weep, but never see.  
 A night of memories and sighs  
 I consecrate to thee."

"Many things I had to say to you which there are not time for," wrote Charles Lamb to Landor. "One—why should I forget? 'Tis for Rose Aylmer, which has a charm I cannot explain.' And Crabbe Robinson, too, I have just seen the 'Charm of Lamb.' He is ever muttering 'Rose Aylmer—Rose Aylmer.' Yet 'Eliu' never knew the sacred dust. He had no place in those happy days in Wales when Landor, fresh from college, fell in love with Lord Aylmer's charming daughter, then but sixteen years of age, and told the story of his passion in 'The Three Roses' and 'Abotawry,' and other poems that rank to-day amongst the gems of English verse. And then, in 1799, Rose Aylmer went to Calcutta to stay with her aunt, Lady Russell—and within a year she was laid to rest in this old garden.

"Where Gauges rolls his widest wave  
 She dropped her blossom in the grave.  
 Her noble name she never changed  
 Nor was her nobler heart estranged."

Landor died in 1864 in the eighty-ninth year of his age, and throughout his long life he kept sacred the memory of his first love. In the diary of Rose 'Lady' Graves-Lamb, recently printed for private circulation, there is the following note—"At Florence we made the acquaintance of Walter Savage Landor. On hearing that my mother was half-sister of Rose Aylmer, his first love, and that I was named after her, he came to see us; and from that time onward there was the closest friendship between him and my family. His exquisite lines, written when he heard of Rose Aylmer's death, elicited the expression from Charles Lamb 'I lived on them for weeks.'"

And that is the story of Rose Aylmer, that came back to me that golden evening in Calcutta. Concerning those things that deal with the love of man for woman, the wise are they whose thoughts are like dust and shadows, for though in the beginning all love is sacred, only at the end is the Gloria obtained; but I lingered over the lines that stirred this old romance of life—and I wondered why Kipling had bothered to invent a pleasant fiction about "Lucia." Singapore Free Press.—C. C.

## ARRIVALS AT HOME.

Aug. 9th—Nileus, Scandinavia.

## WEATHER REPORT.

On the 10th at 12.05 p.m.—The thermometer situated over the Central Observatory, Hongkong, moved Westwards towards the E. coast of Japan.

Pressure has increased moderately at the Hongkong, and slightly over S.W. Japan and the N.E. coast of China. It continues to give way over the E. coast of China, Formosa and N. Luzon.

Pressure remains high over the Pacific to the East of Japan.

Bad weather is indicated over the Eastern Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District. Forecast.

\* Hongkong & Neighbourhood.

Formosa Channel ... N.W. to W. winds, freshening

South coast of China between Hongkong and Lamooka. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

\* W. and S.W. winds, moderate; probably some thunder showers.

## CHINA COAST METEOROLOGICAL REGISTER.

August 10th—AT A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Cloud.	Weather.
Vietnam	7a.	29.78-65	99	—	0	—	—
Namur	6a.	29.65	—	—	—	—	—
Hakodadi	5a.	29.87	—	—	—	—	—
Tokio	4a.	29.97	—	—	—	—	—
Kobe	3a.	29.88	—	—	—	—	—
Nagasaki	2a.	29.72	—	—	—	—	—
Kagoshima	1a.	29.72	—	—	—	—	—
Osaka	12a.	29.72	—	—	—	—	—
Naha	11a.	29.72	—	—	—	—	—
Ishijima	10a.	29.72	—	—	—	—	—
Bonin Is.	9a.	29.72	—	—	—	—	—
Chofu	8a.	29.72	—	—	—	—	—
Weihowai	7a.	29.72	—	—	—	—	—
Hankow	6a.	29.72	—	—	—	—	—
Kiukiang	5a.	29.72	—	—	—	—	—
Shanghai	4a.	29.72	—	—	—	—	—
Gatien	3a.	29.72	—	—	—	—	



## SHIPPING

## ARRIVALS.

BARON ANDROSSAN, British str., 2,774, Reid 10th August—Kobe 4th August, Coal—Gihnan & Co.  
CHINWA, British str., 1,348, Benson, 10th August—Shanghai 6th August, General—Butterfield & Swire.  
FOUCHOW, British str., 1,309, H. P. Vincent, 9th August—Hongkong 6th August, Coal—Butterfield & Swire.  
JOHANNES, German str., 952, M. Tpland, 10th August—Bangkok 2nd July, Singapore 5th Aug, General—Jensen & Co.  
LUTZOW, German str., 5,115, J. Bortfeldt, 9th August—Yokohama 29th July, General—Melchers & Co.  
SAMSUN, German str., 998, R. Petersen, 10th August—Bangkok 1st August, Rice and Wood—Butterfield & Swire.  
SEANG EEE, British str., 5,157, J. Travis, 10th August—Bangkok 28th July, Singapore 5th Aug, General—Seang Tai Hong.  
SYRIA, British str., 4,791, B. A. Peters, 10th August—Yokohama 25th July, General—P. & O. S. N. Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
10th August.  
Frt, Norwegian str., for Chetoo.  
Haiman, British str., for Swatow.  
Korea, American str., for Keelung.  
Marie, German str., for Saigon.  
Orteto, British str., for Keelung.

## DEPARTURES.

10th August.  
CHINWA, British str., for Canton.  
DAKOTAH, British str., for San Francisco.  
FAUKANG, British str., for Saigon.  
GERMANIA, German str., for Canton.  
GUENTHER, British str., for Shanghai.  
KALGAN, British str., for Canton.  
KWANG PINO, British str., for Canton.  
KWANGTAI, Chinese str., for Canton.  
LUTZOW, British str., for Shanghai.  
LUTZOW, German str., for Europe, &c.  
ON SANG, British str., for Canton.  
PHEUMPHEN, British str., for Saigon.  
SARDINIA, British str., for Shanghai.  
SOSHU MARU, Japanese str., for Swatow.  
SYRIA, British str., for Singapore.  
ZAFIRO, American str., for Manila.

## VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITIMI.  
STEAM FOR BOMBAY.  
Via SINGAPORE and PENANG.  
Having connection with Company's M. S. Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, and VENICE and TRIESTE, all MARCH 2nd, 1912.  
RANSEN, ADRIATIC, LEBANTINE and SCOTT AMERICAN PORTS up to CALAO.  
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA,"  
Capt. Bello, will be despatched as above TO MORROW, 12th August, at Noon.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 31st July, 1911. [4]

## DIRECT TO SOUTH AFRICA.

## S.S. "BARON ANDROSSAN."

THE above Steamer will be despatched on about 15th August, direct for DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH, MOSSEL BAY and CAPE TOWN.  
For Freight, apply to—  
GILMAN & Co., Agents.  
Hongkong, 7th July, 1911. [922]

## REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST.  
PROPOSED SAILINGS FROM HONGKONG.  
For NEW YORK.  
S.S. "SIKH" ... On or about 16th August.  
For Freight and further information, apply to  
DODWELL & Co., Ltd., Agents.  
Hongkong, 27th July, 1911. [868]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME and TRIESTE (DIRECT)  
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, SUEZ, and PORT SAID.  
(Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, ADRIATIC PORTS.)

## THE Company's Steamship

"NIPPON."  
Capt. Tanaka, will be despatched as above on MONDAY, 28th August, P.M.  
This Steamer has capital accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIEBER & Co., Agents.  
Hongkong, 26th July, 1911. [3]

## "SHIRE" LINE OF STEAMERS, LTD

For LONDON, ROTTERDAM and ANTWERP.

## THE Steamship

"CARMARTHENSHIRE,"  
Capt. B. L. Daniel, will be despatched as above on or about the 30th August.  
The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rates.  
A Doctor and Stewardess are carried, and all Cabins are fitted with Electric Fans.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 10th August, 1911. [1015]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "lw," together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via RUSSAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 23rd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CARMARTHENSHIRE	Brit. str.	—	H. L. Daniel	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
ROTTERDAM & HAMBURG via STRAITTS, &c.	SEGOVIA	Ger. str.	k. w.	Dinat	HAMBURG-AMERICA LINE	On 14th inst.
HAVE & HAMBURG via STRAITTS, &c.	SELOVIA	Ger. str.	k. w.	Girtenbrau	HAMBURG-AMERICA LINE	On 24th inst.
HAVE, BREMEN & HAMBURG, &c.	SILBIA	Ger. str.	k. w.	T. Stohr	HAMBURG-AMERICA LINE	On 14th inst.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	ALBIA	Ger. str.	k. w.	Hause	HAMBURG-AMERICA LINE	On 22nd inst.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	HYAKO MARU	Jap. str.	—	Feldmann	HAMBURG-AMERICA LINE	On 1st Sept.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	ALBIA	Jap. str.	—	H. Takada	NIPPON YUSEN KAISHA	On 16th inst., at D'light
TRIESTE, &c. via SINGAPORE, &c.	YTO MARU	Jap. str.	—	H. Fesser	NIPPON YUSEN KAISHA	On 30th inst., at D'light
NEW YORK, via SUEZ CANAL, &c.	NIPPON	Aus. str.	—	Habel	HAMBURG-AMERICA LINE	On 15th Sept.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	INDRADEKO	Brit. str.	—	Tanaka	HAMBURG-AMERICA LINE	On 28th inst., P.M.
VANCOUVER (DIRECT)	SUBVETIC	Brit. str.	—	W. H. Lee	HAMBURG-AMERICA LINE	About 16th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	ONTERIC	Brit. str.	—	F. S. Cowley	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EXPRESS OF INDIA	Brit. str.	—	—	THE BANK LINE, LIMITED	On 22nd inst.
VICTORIA, B.C. & SEATTLE, via KEELUNG, &c.	AYU MARU	Jap. str.	—	W. Davison	CANADIAN PACIFIC R. Co.	To day.
VICTORIA, B.C. & TACOMA, via KEELUNG, &c.	PANAMA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 2nd Sept., at 6 P.M.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	SWATOW MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th Sept., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	INABA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 15th inst., at 4 P.M.
SAN FRANCISCO via KEELUNG, SHAI & JAPAN, &c.	KOBAMA	Aus. str.	—	—	OSAKA SHOSEN KAISHA	On 22nd inst., at 11 A.M.
PORTLAND via JAPAN	NIPPON MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 6th Sept., at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHINA	Brit. str.	—	—	PAOYI MAIL S.S. Co.	On 12th Sept., at 4 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Nor. str.	—	—	PAOYI MAIL S.S. Co.	On 18th inst., at Noon.
AUSTRALIAN PORTS via MANILA	YAMATA MARU	Jap. str.	—	—	PORTLAND & ASIATIC S.S. Co.	On 1st Sept.
KOBE & YOKOHAMA	KAMOMARU	Jap. str.	—	—	MELCHERS & Co.	On 15th inst., at 5 P.M.
KOBE & YOKOHAMA	COBLENZ	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	NIPPON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
JAPAN	CHINA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., at 11 A.M.
MEXICAN, PERUVIAN & CHILEAN & JAPAN	YTO MARU	Jap. str.	—	—	MELCHERS & Co.	On 30th inst., at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KEICHOV	Ger. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
WEIHAWEI & TIENSIN	KEICHOV	Ger. str.	—	—	TOYO KISEN KAISHA	On 22nd inst., at Noon
SHANGHAI	CHINWA	Brit. str.	—	—	GLIMAN & Co.	About 15th inst.
SHANGHAI, YOKOHAMA & KOBE	HANGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, MOJI & KOBE	VOORWAERTS	Aus. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
SHANGHAI	BOEY MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Midnight
SHANGHAI	ARCADIA	Brit. str.	—	—	SANDER, WIEBER & Co.	On 14th inst., at 4 P.M.
SHANGHAI	ANHUI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., A.M.
SHANGHAI	CHENAN	Brit. str.	—	—	P. & O. S. N. Co.	About 17th inst.
SHANGHAI, TIENTSIN, KOBE & YOKOHAMA	BUELOW	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BRISFELS	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst., at M'night
SHANGHAI, KOBE & YOKOHAMA	DEITA	Ger. str.	—	—	MELCHERS & Co.	About 23rd inst.
SHANGHAI	DEITA	Ger. str.	—	—	P. & O. S. N. Co.	About 24th inst.
TAMSIU via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 28th inst.
FOUCHOW via SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 31st inst.
SWATOW, AMOY & FOUCHOW	CHOSHUN MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	On 13th inst., at 10 A.M.
SWATOW, AMOY & FOUCHOW	HAICHUNG	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 16th inst., at 10 A.M.
SWATOW, AMOY & FOUCHOW	HAICHUNG	Brit. str.	—	—	OSAKA SHOSEN KAISHA	To-day, at 1 P.M.
MANILA	LOONGSANG	Brit. str.	—	—	DOUGLAS LARBAK & Co.	On 15th inst., at 1 P.M.
MANILA, CEBU & ILOILO	TRAN	Brit. str.	—	—	DOUGLAS LARBAK & Co.	On 18th inst., at 1 P.M.
MANILA, CEBU & ILOILO	YUEHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow at 2 P.M.
MANILA, CEBU & ILOILO	RUMK	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 P.M.
BOMBAY via SINGAPORE & COLOMBO	TOSA MARU	Jap. str.	—	—	SHERMAN, TOMES & Co.	On 19th inst., at 2 P.M.
HAIPHONG	SINGAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M.
BOMBAY via SINGAPORE & PENANG	ISCHIA	Ital. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	LYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TYMARI	Lat. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon.
KUDAT and SANDAKAN	BORNEO	Ger. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SANDAKAN	MATANG	Brit. str.	—	—	MELCHERS & Co.	Middle of Aug.
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Frein. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong. From Quebec.  
"EMPRESS OF INDIA" Sat., 2nd Sept. "ALLEN LINE" Friday, 29th Sept.  
"MONTEAGLE" Tuesday, 12th Sept. "EMPRESS OF IRELAND" Fri., 20th Oct.  
"EMPRESS OF JAPAN" Sat., 23rd Sept. "ALLEN LINE" Friday, 10th Nov.  
"EMPRESS OF CHINA" Sat., 14th Oct. "EMPRESS OF BRITAIN" Fri., 24th Nov.  
"EMPRESS OF INDIA" Sat., 4th Nov.  
"MONTEAGLE" Friday, 24th Nov.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Fastest "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.  
Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$7.10  
Intermediate on Steamers ... \$43 ... \$45.  
1st Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "MONTEAGLE" or other Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL

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FOR  
MANILA, YAP, MARON, SAMA, E. NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE  
SHANGHAI, TSINGTAU, KOBE, and YOKOHAMA ...  
KOBE and YOKOHAMA ...  
KUDAT and SANDAKAN ...  
STAMPS  
"PRINZ WALDEMAR," Capt. F. ISCKE, 6,100  
"BUELOW," Capt. H. FORMES, 16,900  
"COBLENZ," Capt. L. KLUGKIST, 6,750  
"BORNEO," Capt. F. SEMMILL, 5,000  
TONS  
TO SAIL  
5 P.M., 15th  
Avg.  
About 23rd Aug.  
About 22nd Aug.  
Middle of Aug.

All the Steamers of the European Line are fitted with Wireless Telegraphic.  
For Further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 9th August, 1911.



## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUHI	4000	S. Crosby	Manila, Cebu & Iloilo	On 21st Aug. 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	

For Freight or Passage, apply to  
SHEWAN, TOMES & Co., General Managers,  
HONGKONG, 3rd August, 1911. PHILIPPINES S.S. Co. [91]

## PORTLAND &amp; ASIATIC S.S. CO.

IN CONNECTION WITH  
OREGON-WASHINGTON RAILROAD  
AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"RYGJA"	3928	Elvind Meyer	On 1st September.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
FRED J. HALTON, AGENT.  
KING'S BUILDING, (Opposite Blake Pier).

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEWELDS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND  
MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work  
Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works  
TAIKOO DOCKYARD & ENGINEERING CO.  
OF HONGKONG, LIMITED.  
TAIKOO DOCKYARD, HONGKONG.  
GRAVING DOCK  
78' x 88' x 34' 6"  
Pumps empty Dock in 24 hours.  
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.  
100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.  
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.  
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.  
MANAGERS AND AGENTS,  
BUTTERFIELD & SWIRE,  
HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

CANADIAN  
PACIFIC  
RAILWAY CO.

## FOR VANCOUVER DIRECT.

## THE Steamship

## "ORTERIC."

From Hongkong,

TO-DAY, THE 11TH AUGUST.

To be followed by the Steamer

SUVERIC ... 22nd Aug.  
Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies.

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.

Hongkong, 20th July, 1911. [944]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

## THE Company's Steamship

"VORWAERTS,"  
Capt. Dannecker, will leave for the above places on WEDNESDAY, the 16th inst., A.M.  
This Steamer has capital accommodation for passengers, Electric Light, carries a Doctor and Stewardess.

For Freight or Passage, apply to  
SANDER, WIEBER & Co., Agents.  
Princes' Building.  
Hongkong, 9th August, 1911. [3]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITEHANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA Ports.

## THE Steamship

"DEVANHA,"  
Capt. H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 19th Aug., 1911, at Noon, for Passengers and Cargo for the above Port in connection with the Co.'s s.s. "MOBBA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "MOBBA," due in London on the 1st Oct., 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 9th August, 1911. [1]

## INDRA LINE, LIMITED.

For NEW YORK via SUEZ CANAL (With Liberty to Call at the Malabar Coast).  
THE Steamship

## "INDRADEKO."

Capt. W. H. Lee, will be despatched as above about the 26th inst.  
This Steamer has excellent accommodation for a limited number of First-Class Passengers, and attention is directed to the moderate rate of Passage Money charged.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 5th August, 1911. [1002]



**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ARCADIA Capt. Barcham	About 17th Aug.	Freight and Passage.
	DELTA Capt. E. P. Martin	About 31st Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. H. Powell	Noon, 19th Aug.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Phillips	About 25th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th August, 1911.

**CHINA NAVIGATION CO., LD.****SAILINGS SUBJECT TO ALTERATION**

FOR	STEAMERS	TO SAIL	REMARKS.
WEIHAWEI and TIENTSIN	KUEICHOV	On 11th Aug. 4 P.M.	
HOIHOW and HAIPHONG	SINGAN	On 12th Aug. 8 A.M.	
SHANGHAI	CHINHUA	On 12th Aug. 8 P.M.	
MANILA, CEBU and LOILO	TEAN	On 15th Aug. 4 P.M.	
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	TAIYUAN	On 17th Aug. 4 P.M.	
SHANGHAI	ANHUI	On 17th Aug. 4 P.M.	
SHANGHAI	CHENAN	On 19th Aug. 4 P.M.	
DIRECT SAILINGS TO WEST RIVER, TWICE S.S. "LINTAN" and S.S. "SANUI"		Weekly.	
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Thamesian Ports.			
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Ample; Electric Fans fitted; Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.			
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda- tion, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.			
Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.			
These Steamers Lead Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.			
FARE, \$6 SINGLE and \$20 RETURN.			
For Freight or Passage apply to—			
Hongkong, 11th August, 1911.			

BUTTERFIELD & SWIRE,  
AGENTS.**DOUGLAS STEAMSHIP CO., LD.****HONGKONG-SOUTH CHINA COAST PORTS**HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid  
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.**SWATOW, AMOY AND FOOCHEW  
AND RETURN.**

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 11th Aug. at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 15th Aug. at 1 P.M.
"HATTAN"	Capt. J. S. Roach	FRIDAY, 18th Aug. at 1 P.M.

\* The s.s. "Haimun" calling at Amoy for Passengers only.

During the Month of August, RETURN TICKETS available for Three Months  
will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.  
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—DOUGLAS, LARRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 10th August, 1911.

**INDO-CHINA S. NAV. CO., LD.****PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)**

FOR	STEAMERS	TO SAIL	REMARKS.
MANILA	"LOONGSANG"	Saturday, 12th Aug. 2 P.M.	
SINGAPORE, PENANG and CALCUTTA	"LAISANG"	Monday, 14th Aug. 2 P.M.	
SHANGHAI	"HANGSANG"	Monday, 14th Aug. 4 P.M.	
SANDAKAN	"MAUSANG"	Saturday, 19th Aug. Noon.	
MANILA	"YUENSANG"	Saturday, 19th Aug. 2 P.M.	
TIENTSIN	"CHEONGSHING"	Wednesday, 23rd Aug. Noon.	

**RETURN TOURS TO JAPAN,**

(OCCUPYING 24 DAYS).

The Steamers "KITSANG," "NAMSANG" and "POOSANG" leave about every 3 weeks for  
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
\* Steamers have superior accommodation for First Class Passengers and are fitted through-  
out with Electric Light.  
† Taking Cargo on through Bills of Lading to Yagatae, Tientsin, Weihaiwei, Chefoo,  
Tientsin & Nanchang.  
‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datz, Simporna, Two  
Umman, Jesselton and Labuan.  
Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 10th August, 1911.

**HAMBURG-AMERIKA LINIE****IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."**Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO.

MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean  
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.**NEXT SAILINGS FROM HONGKONG:****OUTWARD.**

For SHANGHAI, KOBE and YOKOHAMA:

S.S. RHEINFELS	28th Aug.
S.S. SUEVIA	6th Sept.
S.S. BERGAMBIA	20th Sept.
S.S. BAYERN	6th Oct.

**HOMEWARD.**

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. SEGOVIA	14th Aug.
For HAVRE, HAMBURG & ANTWERP:	S.S. SAKONIA	14th Aug.
For HAVRE & HAMBURG:	S.S. SILESIA	22nd Aug.
For ROTTERDAM & HAMBURG:	S.S. BRISGAVIA	24th Aug.
For HAVRE, BREMEN & HAMBURG:	S.S. AMERICA	1st Sept.
For MARSEILLES, HAVRE & HAMBURG:	S.S. ALESIA	15th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 11th August, 1911.

**TOYO KISEN KAISHA.****IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.****SAN FRANCISCO LINE.**

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

**THE SAN FRANCISCO SCENIC ROUTE.**

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER),

Will be despatched from Hongkong on the 19th August NEXT, at Noon, via Shanghai  
and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new  
and improved triple screw turbine steamer,

"SHINYO MARU" (CAPT. H. S. SMITH),

The latest addition to the Trans-Pacific Service, and sister ship of the  
S.S. "TENYO MARU" and "CHIYO MARU."This new turbine steamer is replete with every  
modern convenience - including a Palm Garden  
on the Bridge Deck - all staterooms are outside  
rooms.**SOUTH AMERICAN LINE.**

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):**

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 22nd August, at Noon.

THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE,  
YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO,  
IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 22nd August, at Noon.**FARES FROM HONGKONG:**

To LONDON	and Return 6 Months	\$71.00.
To VALPARAISO		\$120.00.
		Yen 570.00.

Through Tickets to all Principal Ports in U.S.A., Canada and Europe.  
SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military,  
Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT.

King's Building (Opposite Blake Pier).

**EST ASIATIQUE FRANCAIS****MESSAGERIES MARITIMES, AGENTS.**

MAIL SERVICE TO AND FROM

**TONKIN**

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passage and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

**OSAKA SHOSEN KAISHA.****REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.**

(Subject to Alteration).

**TRANS-PACIFIC SERVICE.**

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest  
and fastest route, from the Pacific Coast (to Chicago). Taking  
cargo on through Bills of Lading to all Overland Common Points  
in the U.S.A. and Canada, also to the principal ports in Mexico,  
Central and South America.

FOR	STEAMERS	TONS (Gross Reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'AY, 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for stowage  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given towards Express connection.**HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE**

FOR	STEAMERS	LEAVES.
TAMUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 13th Aug. at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'AY, 16th Aug. at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months  
will be issued at the Special Rates of:—

1st CLASS \$45.50 2nd CLASS \$29.90.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local  
Branch Office, at Second Floor, No. 1, Queen's BuildingsS. HIBOL,  
MANAGER

772-773

**U.S. MAIL LINE.****PACIFIC MAIL S.S. CO.****SEMI-TROPICAL ROUTE.**Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via  
HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.**PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)**

STEAMERS	TONS	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 30th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 23rd Oct., at 1 P.M.
KOREA	18,000	SATURDAY, 10th Nov., at 1 P.M.
SIBERIA	18,000	FRIDAY, 25th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.  
THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO  
via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKO-  
HAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.FARES: HONGKONG TO LONDON \$71 10s. 0d. RETURN, SIX  
MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS  
ACROSS AMERICA.SPECIAL RATES (First Class Only) Granted upon Application.  
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular  
and/or Civil Services located in Asia, to European Officials in the Services of the Governments  
of China and Japan. To United States Ports: Commissioned Officers of the United States  
Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls  
stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval,  
Military, Diplomatic and Consular Officials of the Governments of China and Japan. These  
Special Rates apply when travelling at their own expense and to their families. To all points:  
—Missionaries and their families.**INTERMEDIATE SERVICE.**CHINA.....10,200 Tons ..... FRIDAY, 1st Sept., at 1 P.M.  
PERSIA ..... 9,000 Tons ..... FRIDAY, 20th Oct., at 1 P.M.  
THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGA-  
SAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Five MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York " " £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies,  
King's Buildings (opposite Blake Pier).

FRED J. HALTON, AGENT.

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**NIPPON YUSEN KAISHA****(THE JAPAN MAIL STEAMSHIP CO.)****PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.**

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ, and PORTSAID	IYO MARU Capt. R. Takeda, HIRANO MARU Capt. H. Fraser, TANGO MARU Capt. K. Kawara, SADO MARU Capt. J. Richards	7,000 9,000 8,000 7,000	WEDNESDAY, 16th Aug., at Daylight. WEDNESDAY, 30th Aug., at Daylight. WEDNESDAY, 13th Sept., at Daylight. SATURDAY, 12th Aug., from KOBE
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Iizawa, SINABA MARU Capt. S. Tomimaga	7,000 7,000	TUESDAY, 15th Aug., at 4 P.M. TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. Sumner	9,000	THURSDAY, 17th Aug., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Toranaka	5,000	WEDNESDAY, 16th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. Tazawa	7,000	TUESDAY, 22nd Aug., at Noon.

\* Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

**CHEAPEST SUMMER RATES**

BETWEEN

**HONGKONG AND JAPAN PORTS.**

Commencing 1st June, ending 30th September, 1911.

**SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.**

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers Calling Ports in Japan.

Further Information, apply to—

14-40]

T. KUSUMOTO, MANAGER.

**THOS. COOK & SON,****TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.**Head Office for the Far East—16, DES VUEUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 52, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINA OFFICE—LUDGATE CIRCUS LONDON, E.C.



